



Summer 2003

Improved Incident Management and Debut of 511 Should Mean Better Rides

Two of the biggest pet peeves of motorists are; (1) getting caught in extended traffic backups, and; (2) not knowing why.

The NH Department of Transportation is attempting to address both of those issues through increased cooperation with other state agencies and via the implementation of the 511 traveler information telephone number.

Commissioners from four state agencies (Transportation, Safety, Environmental Services and Health and Human Services) signed a Statewide Traffic Incident Management Protocol on May 15 pledging increased cooperation aimed at improving the safety, mobility and security of the state's residents and visitors.

The goals of the agreement are to:

- (1) Reduce the time to detect, verify and respond to an incident.
- (2) Expedite clearance of the incident while protecting the safety of affected persons and the environment.
- (3) Manage the affected traffic until full capacity of the roadway system is restored.

Also announced May 15 was the launching of 511 in New Hampshire. This national traveler information number offers motorists real time traffic reports, road conditions, and weather and tourism information using the latest voice technology. The information can also be found on the Internet at www.511nh.com.



Commissioners signing the Traffic Incident Management Protocol at a May 15 news conference were: (left to right) Carol Murray (NHDOT), Nicholas Vailas (HHS), Richard Flynn (Safety) and acting Commissioner Robert Monaco (DES).



Governor Craig Benson

A message from the Governor on Incident Management and 511

I was pleased to be able to join Commissioner Murray and Commissioners from three other state agencies on May 15 and endorse their efforts to improve safety and reduce congestion through improved incident management on our highways.

This cooperative effort, along with the launching of 511, represent the kind of government initiatives I strongly support by providing improved efficiencies and services to the citizens of New Hampshire at a minimal cost.

Much groundwork for better incident management has already been done. Task forces with both state and local representation have been meeting for many months and have focused on such key locations as the I-93 corridor between Salem and Manchester and the Spaulding Turnpike's Little Bay Bridges on the seacoast.

The 511 traveler information number will be a great asset for New Hampshire, not only for our residents, but also for the many visitors to our beautiful state. I have also checked out the 511 website created by the Department of Transportation and was impressed.

The spirit of cooperation is once again evident with Maine and Vermont joining New Hampshire in a tri-state initiative that will be a model for others and will certainly boost the region's efforts to promote the safe and efficient movement of people and goods. I look forward to seeing the ongoing benefits of both the incident management and 511 initiatives.

Craig Benson



Commissioner's Corner

by
Carol A. Murray

Improving Our Transportation System With 511 and Incident Management

We've all been there. You're driving down the highway in New Hampshire and suddenly traffic is slowing to a crawl. You have no idea what's causing the backup and you wish you could have known sooner so you might have been able to avoid it. If only there was a telephone number to call.

Welcome to 511, America's easy to remember traveler information number. This three-digit telephone number provides motorists timely traffic reports, road conditions, and tourism and weather information using state-of-the-art voice technology. By learning about what lies ahead on the highways, travelers will be able to make informed decisions and avoid congested areas.

The New Hampshire 511 system, which went on line in May, is part of a nationwide effort to give motorists traveler information via the telephone. Three years ago the Federal Communications Commission designated 511 as the country's national traveler information number. The national number is a logical extension of using technology in Intelligent Transportation Systems (ITS) as a way of improving safety and mobility on the highways.

The NHDOT, through work by the Bureau of Transportation Planning, has joined with its counterparts in Maine and Vermont in implementing 511 through the development of a Rural Advanced Traveler Information System (TRIO). Five other states are also part of the multi-state 511 initiative to share information and reduce costs.

The traveler information, including maps, can also be found on the NHDOT's Internet site, www.511nh.com.

One area where 511 could prove very valuable in New Hampshire is incident management.

I was pleased to recently join three other Commissioners of New Hampshire state agencies (Safety, Environmental Services and Health and Human Services) in signing an agreement aimed at more coordinated efforts to address major incidents on our highways and clear them as quickly as possible.

More effective traffic incident management means increased cooperation to speed up the clearance of incidents, increased training for all involved in incident management, and using technology for detection, clearance and assisting motorists in avoiding incident locations.

According to some estimates, 300 million hours and \$78 billion are lost nationwide every year due to congestion caused by traffic accidents.

As many as one-third of all crashes are secondary to incidents, and the longer it takes to clear an incident the greater the potential for secondary crashes.

This is where 511 can become so valuable.

By dialing 511, travelers in New Hampshire can now, for example, learn of a problem creating congestion on Interstate 93 and take a detour or change their travel plans, thus avoiding frustrations and lost time.

New Hampshire's cost for planning, developing, and implementing the 511 system is \$155,000, with \$100,000 provided through federal grants. The monthly operational costs are estimated at \$12,000.

I consider this a very worthwhile investment towards enhancing the safety and movement of people and freight that will be increasingly welcomed and used by motorists on our highways.



*Committed to Excellence,
Safety, Innovation, and the Future.*

Summer 2003

Governor.....Craig Benson
Commissioner.....Carol Murray
On the Move Editor.....Bill Boynton

PRINTED ON RECYCLED PAPER

Letter From Kuwait: Plenty of Heat, Sand, Trucks and Generators to Repair

Editor's Note: Thomas Santos, an Engineering Technician 1 in the Design Services Section of the Bureau of Highway Design, is among a few NHDOT employees on active duty as a result of the war in Iraq. He was called to duty in early March as a member of the 368th Engineering Battalion, Combat Heavy, headquartered in Londonderry. He has been corresponding with co-workers by e-mail and agreed to write about his experiences for "On the Move" readers.

Hello everyone from Camp Arifjan in sunny Kuwait. We are in part of the camp known as Truckville. The amount of truck traffic through here is very high. In a given day, you can see everything from an ordinary pick-up truck to a heavy transport vehicle with forty-eight wheels.

Our tent city is also in Truckville. A tent is usually crowded and cluttered. Afternoon temperatures in the tents on a hot day are between 120 and 130 degrees. We recently received air conditioners. This has helped immensely. Getting a good night's sleep will no longer be so difficult.

The weather here is easy. Hot at night, and hotter in the day. Some days are hot and humid. We are not too far from the Gulf, and once in a while we get moisture.

I work in the electrical shop as a generator repair technician. We make all types of electrical repairs on vehicles and equipment. We seem to be busy all the time. We get a variety of generators from the small 3kW to the 60 kW mobile plants.

Two distinct challenges are staying hydrated and getting through sandstorms. We need to drink lots of water. If you don't have ice, your water eventually gets too hot to drink. Some days we don't get ice. The sandstorms here can get bad. Sand just absolutely gets into everything. If you get caught in one without protection, you will have sand all in your face, hair, ears, eyes, nose, and mouth.

To me, a good day is; a day off from work with three good meals from the mess hall, ice all day, sitting in the a/c watching a movie on a mini DVD player while reading letters from home, and exploring items in a care package.

Whatever happens here, I believe we all have one goal in common; do a good job here, then go home. We are all working towards that day.

See ya soon...
Sgt. Tom Santos



Tom Santos keeps in touch with co-workers in the Highway Design Bureau while manning the "Design Services Middle East Extension Kuwaiti District." Tom says he misses biking to work and was shocked to hear about the fate of the Old Man of the Mountain.



Tom Santos takes a brief break before repairing a 60 kW generator as part of his daily routine. He already has a motto for when he returns home: Kuwait...Can Wait!

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Historic Walker Building In Concord Being Renovated To House State Offices

It was built in the 1930's as part of the NH State Hospital complex in Concord. For many years it housed doctors, nurses and patients in psychiatric care. For the past 11 years it has stood vacant.

Now the 100,000 sq. foot Walker Building on Fruit Street is undergoing an extensive \$10 million renovation and is set to be the future home of several state agencies and boards, including the Insurance Commission, the Public Utilities Commission, and Vocational Rehabilitation.

The major project, overseen by Public Works Bureau clerk of the works Scott LeBrun, has involved essentially gutting much of the building's interior and replacing it with new walls, floors, ceilings, windows, electrical and central air conditioning. Also included is a new roof and a parking lot.

Meridian Construction Corp. of Laconia, NH is the general contractor for the project, which is scheduled to be completed in January 2004.



Jeff Shute (above left), NHDOT Public Works project manager, and Public Works Director Jim Marshall check out the progress of the Walker Building rehabilitation project on a tour with clerk of the works Scott LeBrun on June 30. While retaining its brick exterior, much of the renovated Walker Building will provide modern office space for state employees of the Insurance Department, the Public Utilities Commission and several licensing boards.

In the left photo, Sheetrock is lifted to the third floor at the Walker Building's main entrance.

Three NHDOT employees were recognized as Master Road Scholars by the UNH Technology Transfer Center at the July major staff meeting.

To achieve this top level of road management knowledge, including such subject areas as road design and construction basics, tort liability or safety, and supervision or personal development, Master Road Scholars must participate in over 100 hours of class work and 20 full day workshops.

Pictured in the right photo are: (left to right) Kathy DesRoches, Technology Transfer Center Assistant Director, Christopher Flagg (District 4), Scott Clarke (Turnpikes), Mike Riefke (District 5) and David Fluharty, Director of the Technology Transfer Center.



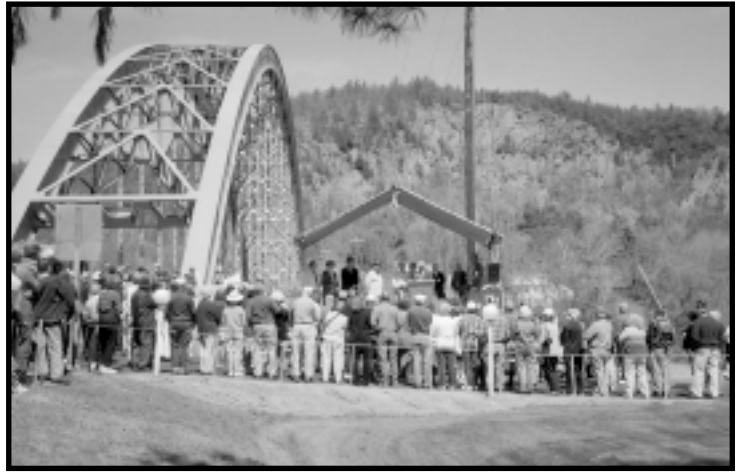
Historic Bridge Over Connecticut River In Orford, NH-Fairlee, VT Is Rededicated

Three Year Project Rehabilitated 65-Year Old Samuel Morey Memorial Bridge

The first steel bridge in New Hampshire listed in the National Register of Historic Places will be around a lot longer as a vital transportation link between New Hampshire and Vermont.

A day-long celebration on May 17 marked the rededication of the rehabilitated Samuel Morey Memorial Bridge. The event included the unveiling of commemorative plaques at each end of the bridge, music by the Orford town band and a chicken barbecue. One of those participating in the plaque unveiling was 82-year old Laura Washurn Verry, an Orford resident who performed the same task as a high school senior in June of 1938.

Named for the 18th century local inventor who is credited by some with creating the first internal combustion engine, the 65-year old 432-foot span is now looking a lot younger, thanks to \$5.5 million of extensive repair work that includes new decking, repaired structural steel and a new coat of paint. The painting part of the project was complicated by lead paint issues that required the bridge to be shrouded.



Director of Project Development Jeff Brillhart represented the NHDOT at the May 17 rededication of the Samuel Morey Bridge carrying NH Route 25A from Orford, New Hampshire to Fairlee, Vermont. The rehabilitated bridge has new bridge decking and has been repainted its original color, sage green.

(photo courtesy Kellen Haak)

Over 30 NHDOT Employees Participate in First Annual Bike/Walk/Carpool To Work Day



Craig Green (left) and Mike Dugas (both from Highway Design) made two of the longest bike treks during the chilly early morning hours of May 16. Craig biked from his home in Hopkinton and Mike pedaled from Loudon.

For some it took some planning and preparation. For others, May 16 just another day, part of a daily routine they've been doing anyway.

More than 30 NHDOT employees at the Morton Building in Concord did their part on National Bike to Work Day by biking, walking or carpooling to work. Most wore bright yellow shirts that displayed the state bike/walk logo on the front and the words "One Less Car" on the back.

"The goal of bike to work day is to raise awareness and acceptance of non-motorized transportation," says Tom Jameson, the State Bicycle/Pedestrian Coordinator who works in the NHDOT's Bureau of Transportation Planning. "We are encouraging people to try alternative means of transportation to get to work. Your commute can become your daily workout and the results are less congestion on the highways and less pollution."

Last year \$339 million was spent nationwide on bicycle and pedestrian projects, a 20-fold increase in 10 years.

The New Hampshire Department of Transportation is currently working on a feasibility study for a transportation network for non-motorized users along the Salem to Concord corridor. The study will outline a proposed network of paths, rails to trails, and bike lanes along shared roadways for travel along the 40-mile corridor.

District 6 Team Captures Top Honors At 26th Annual Safety Plow Rally *Mechanical Services Duos Take Second and Third Places in Competition at Gunstock*

by Gary Clifford, Plow Rally Chairman

The 26th Annual 2003 NHDOT Safety Plow Rally was held on Friday, May 9, 2009 at Gunstock Recreation Area, Gilford, NH, in Maintenance District 3.

The weather started out cool with rain and drizzle but by the time the quiz event was over it was breezy spring weather conditions (i.e. sunny with temperatures in the mid 60's, and no bugs).

All Highway Maintenance Bureaus / Districts, Turnpikes and Mechanical Services were represented by teams of highly qualified contestants.

Commissioner Carol Murray thanked all winter maintenance operations personnel for their outstanding efforts during a winter that lasted a long seven months. Carol was glad to see so many families present at the rally and thanked them for their support while their family members were away working endless hours for the NHDOT.

Director of Operations Lyle "Butch" Knowlton echoed Carol's thanks and indicated that future Plow Rallies may provide more opportunities for participation, including the possibility of other Bureaus, such as a team from Project Development.

Thanks to ALL who participated. Hats off to the contestants, guests, family members, safety committees, and District 3 staff (especially Bill Snow and David Geary and the



District 6 team Gary Mayo (center) and Arthur Talano won the plow mount event on the way to capturing the overall first place trophies in this years Safety Plow Rally. Commissioner Carol Murray (left) once again presented this year's awards.

PS314 Belmont crew for their efforts).

Thanks also goes out to Doug Irving and Dave Bowman of Gunstock Recreation Area, Linda Freese from Acadia Insurance and Cathy Sullivan from the Rowley Agency who supplied coffee, donuts and coffee cups and miscellaneous souvenirs for the contestants, Mike MacDonald and the Safety Office who paid for numerous souvenirs and T-shirts with the logo imprint, and numerous others too many to mention who have made this yet another safe, enjoyable, and successful Plow Rally.

We hope to see everyone next year!



Wing Slalom



Texas Roll



Ashley (8) and dad Philip Schoenheit (Turnpikes)



Top Innovation - Thomas Norcross (District 3)

EVENT

Safety Quiz
Defective Truck
Plow Mount
Wing Slalom
Texas Roll

WINNING TEAM

District 4
Mechanical Services
District 6
District 2
District 3

TEAM NAMES

Glenn Smith - Driver, Paul Hodgman - Assistant
John Rice - Driver, Al Whittier - Assistant
Arthur Talano - Driver, Brian Mayo - Assistant
William Flanders - Driver, Tony Albert - Assistant
Dan Magdziasz - Driver, Andy O'Blenes - Assistant

OVERALL WINNING TEAMS

1st Place District 6
2nd Place Mechanical Services
3rd Place Mechanical Services

Arthur Talano - Driver, Brian Mayo - Assistant
Travis Wright, Driver, Gerald Lavalette - Assistant
John Rice - Driver, Al Whittier - Assistant

INNOVATIONS

1st Place District 3
2nd Place District 3
3rd Place District 6

Thomas Norcross - Patrol Section 303 Crew Freedom – Plow Blade Changing Stand
Ray Randall - Patrol Section 307 Crew Ossipee – Delineator Rack
Donald Gray & Joe Whitten - Patrol Section 601 Milton – Tailgate for All-Season Body

LOGO DESIGN

1st Place District 1

Russell Bell - Patrol Section 105 West Milan



Plow Rally Committee Members

District 1-Dan Fogg
District 2-Jim Hathaway
District 3-Lane Evans
District 4-Rich Trempe
District 5-Ken Giberson
District 5-Jim Payne
District 6-Rollin Rumford
Mechanical Services-Tom Jelley
Mechanical Services-Steve Jones
Human Resources-Mike McDonald



NEW HIRES

Carissa Garbin, Civil Engineer 1, Construction
Heath Lynch, Engineering Tech 1, Highway Design
Jon LaLiberte, Laborer, Traffic
Mark Rowleson, Engineering Aide 1, Planning
James Herne, Information Center Attendant 1, District 4
Warren Gee, Informational Center Attendant 1, District 4
Audrey Beaulac, Engineering Aide 1, Construction
Ed Thievon, Systems Development Specialist 3, ITS
John Krause, Bridge Maintainer 3, Bridge Maintenance
Janet White, Radio Dispatcher, District 4
Jeff Paris, Laborer, Traffic
David Warren, Jr., Laborer, Traffic
Jonathan Warren, Jr., Laborer, Traffic
Vincent Yedlin, Laborer, Traffic
James Colbert, Toll Attendant 1, Turnpikes
Stephanie Downing, Toll Attendant 1, Turnpikes
Dean Jeas, Highway Maintainer 2, District 5
Patricia Bancewicz, Info. Center Attendant 1, Turnpikes
James Allen, Laborer, District 4
Bryant Bullard, Civil Engineer 1, Highway Design
Paul Hamel, Highway Maintainer 2, District 2
Bryant Steele, Civil Engineer 2, District 3
Sarah Carri, Secretary 2, Right-of-Way
Edwin Covell, Gate Operator, District 6
Christopher Macstravic, Engineering Aide 1, Planning
Benjamin Provencal, Laborer, Traffic
Thomas Woodley, Engineering Tech. 2, Construction

Keith Pierce, Highway Maintainer 2, Turnpikes
Philip Rowman, Highway Maintainer 2, District 5
Dicky Eldridge, Laborer, Traffic
Arthur White, Laborer, Traffic
Richard Lucier, Laborer, Traffic
Edward Dean, Laborer, Bridge Maintenance
Philip Ryan, Laborer, Traffic
Richard Greenlaw, Laborer, Traffic
Peter Hanson, Human Resources Coordinator 1, HR
David Martin, Laborer, Traffic
Matthew Hartwell, Civil Engineer 1, Highway Design
Kevin Bradley, Civil Engineer 1, Highway Design
David McLam, Highway Maintainer 2, District 2
Denise Vallauri, Secretary 2, Bridge Design
Mark Greenwood, Highway Maintainer 1, District 5
Jack Tyrrell, Bridge Maintainer 3, Bridge Maintenance
Walter Box, Highway Maintainer, District 5
Steven Hurd, Highway Maintainer 1, District 1
John Sartorelli, Highway Maintainer 2, Turnpikes
Cameron Huntoon, Highway Maintainer 2, District 2
Amy Weinberger, Civil Engineer 1, Highway Design
Walter Barrett Sr., Information Center Attendant 1, Dist. 5
Donna Feenstra, Toll Attendant 1, Turnpikes
John Woodward, Geo. Exploration Tech. 3, Mat. & Res.
Hannah Smith, Toll Attendant 1, Turnpikes
Michael Coblenz, Highway Maintainer 2, Turnpikes
Rhonda Hathaway-Collins, Highway Maintainer 2, Dist. 2

PROMOTIONS

Timothy Parenteau, Highway Maintainer 3, District 2
Raymond Castor, Assist. High. Patrol Foreman, District 4
Susie Mason, Toll Attendant 2, Turnpikes
Brian Cassel, Engineering Tech. 3, Highway Design
Patrick Doughty, Highway Maintainer 3, District 1
Jack Barton, Highway Maintainer 3, District 2
Louis Albert, Bridge Maintainer 1, Bridge Maintenance
John Martell, Highway Maintainer 2, District 5
Charles Dusseault, Civil Engineer 5, Construction
Gerald Clark, Highway Maintainer 3, District 4
Douglas Winterle, Supervisor 3, Right-of-Way
Matthew LaBrake, Engineering Tech 4, Highway Maint.
John Meuse, Highway Maintainer 2, Traffic
Dennis Perkins Jr., Highway Maintainer 3, District 6
Brian Sousa, Highway Maintainer 1, District 2
Joseph DeLuca, Toll Attendant 2, Turnpikes
Scott MacLean, Toll Attendant 1, Turnpikes
Raymond Beaudoin III, Highway Maintainer 1, District 5
Jeffrey Mitchell, Ass't. Highway Patrol Foreman, District 2
Michael Dennis, Engineering Tech. 4, Permits
Philip Huntley, Engineering Tech. 4, Permits
William Sammaciccia, Highway Maintainer 2, District 5

Sarah Monette, Administrative Secretary, District 2
Cabot Ronish, Assist. Highway Patrol Foreman, District 1
Robin Schofield, Secretary 2, Highway Design
Barbara Rollins, Engineering Tech 2, Highway Design
Patricia Bailey, Administrative Secretary, District 6
Betty Plante, Administrative Secretary, District 3
Verna White, Administrative Secretary, District 1
Candace Hagar, Administrative Secretary, District 4
Kevin Magoon, Highway Maintainer 3, District 6
Andrew Divers Jr., Systems Develop. Specialist 1, ITS
Robert Horne, Highway Maintainer 2, Traffic
Kenneth Watts, Highway Maintainer 2, Traffic
Beth Elaine Chamberlin, Payroll Officer 2, Finance
Stephen McKinley, Maintenance Supervisor, District 2
Stephen Bouley, Geo. Exploration Tech. 1, Mat. & Res.
Nathan Young, Highway Maintainer 1, District 6
James Douthart, Construction Supervisor, Bridge Maint.
Scott Blaisdell, Highway Maintainer 3, Turnpikes
Harry Hadaway, Jr., Chief ROW Appraiser, Right-of-Way
Richard Gagnon, Toll Attendant 1, Turnpikes
Leon Noel, Engineering Tech. 4, Right-of-Way
Ted Rowland, Highway Patrol Foreman, Turnpikes



SERVICE AWARDS

On the Move



July through September 2003

35 YEARS

Stanley Mullins, Construction
James Whelan, Highway Design

30 YEARS

Craig Forest, Construction
Rebecca Whittier, Finance & Contracts
John Dowie, District 3
James Moore, Commissioner's Office

25 YEARS

Douglas Hunt, Finance & Contracts
Richard Thoroughgood, Bridge Maintenance
Jeffrey Amrol, Mechanical Services
William Hardiman, Highway Design
Donald Patten, Highway Design
Timothy LaRoche, District 4
Jonathan Flagg, District 4
Paul Matott, Mechanical Services
Bruce Clark, Highway Design
Lynne Riel, Right-of-Way
Richard Gregory, District 2
Dennis Ajemian, Turnpikes
Edward Gould, District 5
Susan Dean Jones, Finance & Contracts

20 YEARS

Wayne Perkins, District 3
R. James Irwin, Transportation Planning
Stephen Riordon, District 2
Paul Withrow, District 2
Deborah Weil, Finance & Contracts
Stacia Hanover, Turnpikes
Thomas Balint, Transportation Planning
Joel Hildreth, Bridge Maintenance

15 YEARS

Steven Moulton, ITS
Mark Keddy, District 5
John McVitty, District 3
Sudhindra Luckoor, Highway Design
William Rand, District 3
Frank Colyn, District 4
Robert Eaton, District 5
James Schunemann, District 5
Bert Avery, District 5
David Gilligan, ITS
Brian Tanguay, District 5
Alexander Vogt, Bridge Design
David Kitson, Bridge Maintenance
Glenn Roberts, Materials & Research
Cynthia Underhill, Finance & Contracts
Keith Kelley, District 5
Faith Ellis, Turnpikes
Douglas Eldridge, District 3

10 YEARS

Stephen Drouin, Materials & Research
Jason Leavitt, Construction
Nathan Lewis, Bridge Maintenance
Peter Salo, Highway Design
Todd Nason, District 3
Stanley Prescott, Highway Design
Mary Duhaime, Turnpikes
James Lamora, Mechanical Services
John Rice, Mechanical Services
Lyle Knowlton, Commissioner's Office
Shawn Washburn, Bridge Maintenance
Brian Barney, District 1
Eric Fecteau, Mechanical Services
Glenn Smith, District 4
Russell St. Pierre, Environment
Betty Gagne, Turnpikes

RETIREMENTS (years of service)

Maureen Arsenault, Secretary 2, Bridge Design (31)
Marsha Brophy, HR Technician, Human Resources (10)
William Burgess, Highway Maintainer 2, District 2 (16)
Barry Curren, Maintenance Supervisor, District 2 (33)
Richard Douglass, High. Patrol Foreman, Turnpikes (17)
Alan Drew, Administrator 2, Mechanical Services (38)
Norman Higgins, Chief Appraiser, Rght-of-Way (34)
Lucille Howard, Executive Secretary, Contracts (16)
Sandra Joyce, System Develop. Specialist 4, ITS (15)
Louis Kluntz, Highway Maintainer 2, District 4 (10)
Raymond Landry, Highway Maintainer 2, District 1 (22)

Gerald Lavalette, Heavy Equip. Mechanic, Mech. Serv. (14)
Frederick Paradis, Construction Foreman, District 2 (25)
David Philbrick, Highway Maintainer 2, District 5 (10)
Richard Quint, Highway Patrol Foreman, District 1 (10)
Robert Richard, Supervisor 2, ITS (23)
William Wyman, Bridge Maintainer 3, Bridge Mainten. (21)
Dolores Young, Administrative Assist. 2, Mech. Services (23)
Sandra Dozier, Toll Attendant 1, Turnpikes (11)
Monica Godin, Toll Attendant 1, Turnpikes (14)
Anita Gosselin, Toll Attendant 2, Turnpikes (17)
Juanita Wright, Toll Attendant 2, Turnpikes (27)

National Work Zone Memorial Visits New Hampshire *Stops Include Three Days At Seabrook Welcome Center*

It stands as a solemn reminder of the potential dangers of working in and driving through a highway work zone.

The National Work Zone Memorial was displayed in New Hampshire during the last week of May, first at Mountain of Demonstrations at the Gunstock Recreation Area in Gilford and then at the Seabrook Welcome Center on Interstate 95.

Co-sponsoring the visit were the NHDOT and the NH Road Agents Association.

The National Work Zone Memorial aims to promote work zone safety to the public by remembering highway workers, police officers, motorists, passengers and pedestrians who have lost their lives in work zones.

Among the more than 700 names that appear on the memorial's multi-paneled walls is that of Danny Carswell, a 33-year old employee of the New Hampshire Department of Transportation's Turnpikes Bureau, who was struck and killed by a motorist in the median of the Everett Turnpike in Nashua while working as part of a mowing crew in 1997.

Work zone fatalities continue to rise across the country. Over the last five years, the number of persons killed in motor vehicle crashes in work zones has gone from 693 in 1997 to a high of 1,079 in 2001 (an average of 888 fatalities a year).

More than 40,000 people are injured in highway work zones every year, and more than 80 percent



Turnpikes employee Scott Clarke, who worked with Danny Carswell, sought out Carswell's name on the National Work Zone Memorial on display at the Mountains of Demonstrations in Gunstock on May 29.



of the fatalities involve motorists rather than workers in the zones.

Following its one day stop at the Mountain of Demonstrations, the National Work Zone Memorial was picked up by a crew from the Turnpikes Bureau and reassembled at the Seabrook Welcome Center, where hundreds of motorists were able to view it over a three day period.



Ceremony Recognizes Naming of Turnpikes Patrol Shed in Merrimack in Honor of Danny Carswell

The facility where Danny Carswell reported to work for 13 years now officially bears his name.

Former co-workers and family members gathered for a brief ceremony on July 15 that formally recognized the law establishing the Danny Carswell Memorial Patrol Shed in Merrimack.

Carswell died "while in the performance of his duties" on September 23, 1997.

Danny's co-workers have previously built a hillside memorial site that includes attractive landscaping, a granite bench and a memorial marker.

Pictured in the family photo (at left) taken following the ceremony are (left to right) Danny's wife Cheryl, daughter Nicole, mother Minnie and father Alan (rear).

District One, Traffic Bureau Provide Support For Ceremony Remembering "The Old Man"

It was the day the unthinkable happened. It was on May 3, 2003 that New Hampshire residents learned that nature had reclaimed The Old Man of the Mountain. The great stone face and New Hampshire symbol that had held its perch in Franconia Notch for thousands, if not millions, of years was gone, a victim of the same forces that carved out its face - ice, wind, weather and water.

Not wanting to let the historic event pass without formal recognition, Governor Craig Benson proclaimed the following Saturday, May 10, as "Family Remembrance Day for The Old Man of the Mountain. The event coordinated by the Department of Resources and Economic Development (DRED) required extensive planning. No one knew how many people would make the trip to the Notch.



After providing traffic control, NHDOT employees joined the crowd listening to tributes to The Old Man of the Mountain on May 10 at "Family Remembrance Day".

The DRED event organizers welcomed an offer from NHDOT Commissioner Carol Murray for agency assistance. Key to the planning effort were District One Engineer Greg Placy and several District One employees, as well as Traffic Bureau personnel, who were called upon to design, manufacture and install several signs for the special event. One of the challenges was preparing for potential huge crowds due to the open invitation to the citizens of New Hampshire.

On May 10, District One personnel were joined by Commissioner Murray and District 2 Engineer Alan Hanscom in directing traffic.

In a thank you note to the NHDOT from DRED, one of the day's organizers wrote, "The outstanding teamwork of the different agencies resulted in a seamless and successful event."

Bringing The Anti-Pollution Prevention Message To The Classroom

Highway Maintenance Finds Willing Learners With Interactive Pollution Model

Steve Gray (Highway Maintenance Administrator) and Jim Trombly (District 6 Patrol Foreman) weren't sure what to expect when they traveled to Atkinson on May 30 to speak with first and second graders about how pollution can affect a city or town. The prospect of trying to hold the attention of six classes of six and seven year olds was a little daunting.

But whether it was their subject matter, their delivery, the presence of the NHDOT's interactive pollution model, or all of the above, they were pleasantly surprised by the young students' level of interest. "We couldn't believe how enthusiastic they all were," Steve Gray says.

By using the model and such simulated pollutants as chocolate syrup (oil), iced tea (exhaust) and Crystal Light (pesticides), Gray and Trombly were able to graphically show the students how non-point pollution can spread and threaten the environment.

"It looked cool when the water got polluted, but if it was real it would be bad," Natalie Kukshtel wrote in one of many thank you letters from the students.



Steve Gray (above) and Jim Twombly (right) had an attentive audience of first and second graders in Atkinson during a daylong visit on May 30 to talk about the causes of pollution and how to prevent it.



NH Good Roads Takes Lawmakers on Tour of NHDOT Construction Projects

Editor's note: More than two dozen New Hampshire lawmakers got an up close and personal look at a variety of NHDOT construction projects on May 14 as part of the biennial legislative bus tour sponsored by the New Hampshire Good Roads Association. Three of the projects visited are profiled below. This summer the NHDOT is overseeing some 90 construction projects totaling approximately \$140 million.

Elm Street Bridge - Laconia



This project involves the replacement of the structurally deficient Elm Street Bridge over the Winnepesaukee River in Laconia and the reconstruction of approaches to five streets. The project also includes a new pedestrian bridge (above) connecting Gold Street to Belvedere Street.

Cost: \$4.37 million.

Completion: November 2003

Hanna Dustin Bridge - Boscawen



This project consists of the replacement of the existing bridge carrying U.S. Route 4 over the Merrimack River in Boscawen. During the construction traffic is being detoured onto a temporary bridge (left).

Cost: \$10.9 million.

Completion: July 2005

NH Route 101 - Manchester /Auburn



This project involves bridge and pavement rehabilitation and the widening of NH Route 101 from the I-93/NH 101 split east to Exit 1. The work includes a wood panel soundwall along the Exit 1 on-ramp and a combination retaining wall along the off-ramp. Bridge decks are being replaced over the NH Route 28 Bypass and King Street.

Cost: \$12 million

Completion: October 2004.

The Faces of Construction

The Construction Bureau's Contract Administrators have the important and challenging tasks of overseeing often times multi-million dollar projects from day one until the job is done.

This requires a daily combination of engineering, management and public relations skills, as well as working with private contractors, construction schedules and budgets, neighbors, impatient motorists, other state agencies and NHDOT Bureaus, city and town officials and sometimes visiting lawmakers.



Contract Administrator Tom Miller is working the Boscawen-Canterbury bridge replacement over the Merrimack River.



Contract Administrator Dana Carlson shares a light moment with visitors to the I-393 bridge and pavement rehabilitation project in Concord.



Director of Project Development Jeff Brillhart (left) and Contract Administrator Shaun Flynn discuss the Elm Street Bridge project in Laconia.



Contract Administrator Dean Wilson (right) and Omran Atiya (CE 2) are working on NH Route 101 in Manchester and Auburn.

June 18, 2003

This note concerns Thayer Baker and his DOT crew working on Route 132 and Lancaster Hill Road in Tilton, New Hampshire. They have been here a considerable length of time, long enough for me to get a fair picture of their quality of work. You must note that Thayer Baker is an extremely competent and apparently experienced project engineer and leader. He sets a high standard example of behavior and his crew appears to be content and willing to follow his example.

The work site is always safe, neat, organized and ongoing. Whether the crew is here or not, traffic moves safely and smoothly, delays are minimal. The greatest hazard is the careless, selfish driver seen among those who are careful and considerate. Crew members have always been courteous with even the most annoying motorists.

Thayer Baker establishes a ready rapport with landowners and homeowners, which, in turn, results in a cooperative effort to complete the project. My property borders the project on two roadsides so I am intimately involved in the activities and ultimate improvement for motoring.

Thank you for sending such a worthy crew and crew leader (Thayer Baker).

Dr. and Mrs. George R. Dolecal
Tilton, NH

Editor's note: District 3 Construction Foreman Thayer Baker is working with personnel that include Patrol Sheds #313 and #314 in Belmont and #324 in New Hampton. The project involves improving safety and drainage at an intersection that was previously a "Y" type intersection with poor sight distance and substandard roadway materials and drainage.



LETTERS

June 8, 2003

I passed through Route 112 construction site Friday afternoon and saw a very large project covering quite a distance of the road with sand and gravel over the entire construction zone. On Sunday, I passed through again on my way home and was struck by the level of care the construction teams used to clean up the road for the weekend.

There was no loose material to be found anywhere along the construction zone and the road was very safe to pass through. Being on a motorcycle made me particularly aware and grateful for the road conditions.

Please pass along my appreciation and reinforce the importance of trying to keep the roads free from construction debris. I was truly impressed at the awareness of this safety concern. Thank you very much.

John E. Roy
Portsmouth, NH

Editor's note: Jack Smith (Construction Bureau) is the Contract Administrator for the Easton-Woodstock NH Route 112 roadway improvement project.

The following NHDOT employees passed the Professional Engineer's Examination on April 11 and are now Licensed Professional Engineers:

John Kallfelz - Highway Design
Trent Zanes - Highway Design
Tobey Reynolds - Highway Design
Ron Grandmaison - Highway Design
Peter Crouch - Construction
Peter Kehoe - Construction
Alaina Bailey - Transportation Planning

Survey Team Thanked For Helping Injured Boy

June 28, 2003

Thank you so much to the crew of Twin Mountain Survey for taking the time out of their busy schedule to stop and help my son get the medical attention he needed from falling off his bike.

He received three stitches and had a minor concussion.

Too bad there aren't a whole lot more people like you to be thankful for. A few locals admit to riding past him and not stopping to help. I've lived in this town for 20+ years!!

You're really great people.

Sincerely,

Cheri Aldridge Rokita
North Woodstock, NH

Editor's note: While en route to a work site on Route 112 in North Woodstock, a NHDOT Highway Design Bureau survey crew discovered an injured and disoriented bicyclist and took him to Lincoln for medical attention. The survey crew members include: Kip Carter, Rich Patch, Truman Champagne, Bruce Cram and Kurt Melendy.

Bow Police Department

This letter is to commend your District 5 personnel for outstanding performances while working with the Town of Bow over the past few months.

On one occasion at the junction of Rte. 3-A and Hall Street, a Quebec cement train derailed. The response from your department was superb. The Police were able to direct traffic in an efficient manner due to your personnel erecting barriers and traffic signs directing traffic away from the area.

On another occasion at the junction of Rte. 3-A and I-89 a dump truck rolled over. Again, the response from your department was top notch. Your personnel responded quickly to all requests from my department for barriers and signs.

Thank you for always coming to the aid of the Bow Police Department.

Margaret M. Lougee
Sergeant, Bow Police

The Need for Speed: Rapid Bridge Project Unfolds in Epping

Editor's note: The following article appeared in a recent newsletter of PCI-New England, the northeast regional arm of the national Precast/Pretressed Concrete Institute. It is reprinted with permission.

Time is money, especially where bridge construction is concerned.

Reducing the time it takes to build a bridge, and thereby reducing the cost and the risk exposure, are the goals of the Rapid Bridge initiative.

This national undertaking spearheaded by AASHTO (American Association of State Highway and Transportation Officials) is known as "Get In, Get Out, and Stay Out." It seeks to encourage quality construction practices while reducing the economic impact of lengthy closure.

The initiative is receiving regional attention from the New Hampshire Department of Transportation, which is seeking a rapid-construction solution to a bridge replacement project in Epping.

Working with the University of New Hampshire, NHDOT has developed a proposal for a project that involves the replacement of two existing spans that carry Mill Street over the Lamprey River with a 115-foot single span butted box beam superstructure on precast concrete substructures, which will utilize precast footings and walls.

"Our plan is to build in incentives and disincentives

to make sure things happen in a timely fashion," explains NHDOT senior project engineer Pete Stamnas.

The Department is investigating the use of innovative bid concepts that will encourage rapid construction. Plans call for the bridge to be assembled and ready for use in just two weeks.

With additional site and roadway work, the entire project should be complete in six-to-eight weeks. The project will be awarded in the fall, and construction is expected to take place next summer.

The PCI New England Technical committee is assisting the Granite State DOT with development of the precast component details. Stamnas says the lessons learned from the Epping project will benefit other New England rapid bridge endeavors in the near future.

"We want to avoid reinventing the wheel."

Additional assistance for the national Rapid Bridge initiative are being provided by The Federal Highway Administration's Innovative Bridge Research and Construction Program.



The "Rapid Bridge Replacement" of the Mill Street Bridge over the Lamprey River in Epping is expected to take just two weeks to complete in the summer of 2004. The photo at left shows the current bridge, and the computer enhanced image below shows how the new bridge is expected to look. This project combines quality construction techniques with a rapid-construction approach that promises to save valuable time and money. The estimated cost of the project is \$800,000.





NHDOT People



Lucille Howard (third from the left) received best wishes for her retirement as Executive Secretary from co-workers in the Contracts Office at a reception in her honor in May. Wishing Lucille well were (left to right), Cindy Underhill, Deb Weil, and Michelle Drouin.



Mike Carpenter (center), a Contract Administrator with the Construction Bureau, was recently recognized for 30 years of service by Ted Kitsis (left) (Bureau Administrator) and District Engineer Jim Bowles. Mike continues to oversee several projects in the Conway area.

On the Move

An Ode to Maureen...



Bridge Design Administrator Mark Richardson was in a poetic mood at a retirement reception for Maureen Arsenault on May 29. Maureen completed her 31 years of state service in Bridge Design after many years in Human Resources. With apologies to Frost, Yeats, etc., here's a sampling of Mark's "Ode to Maureen".

For the State worked a lady named Maureen
Who began when just past a "Teen"
In spite of many fears
She stayed over thirty years
And now it all seems like a dream

The years flew by; they careened
She made many friends; you should see 'em
She never seemed sad
Through good times and bad
And her words were never obscene

And now our lady friend Maureen
Will no longer be in the work scene
She decided to retire
But keep John in work attire
And enjoy herself like a Queen

I'm Ready!!!!

Co-worker Nichole Roy made sure Ryan Lewis (ITS) won't soon forget his 28th birthday.

The Technical Support Specialist 3 arrived at his office on June 4 and found it fully decked out in the theme of his favorite television show, *SpongeBob Square Pants*.

Ryan politely declined to be photographed with his favorite cartoon characters.



Bill Hauser Reflects on a Special Olympic Visit to the Emerald Isle

Editor's note: Environment Bureau Administrator Bill Hauser just returned from the 2003 Special Olympics World Summer Games, in Dublin, Ireland. He says he was as awestruck this time as he was at his first World Games in 1999 in North Carolina. He shares his experiences with "On The Move" readers.

This time my role was the head of our New Hampshire delegation of athletes and coaches, a contingent of 11 (including myself). Similarly, Maine also sent a delegation of 11 and coaching responsibilities were shared for the four sports in which our athletes competed: swimming, track & field, golf and bowling.

This was the first Special Olympics World Games conducted outside the United States and Ireland did itself proud.

Team USA's trip began with a five-day visit to Belfast, our Host Town. This was an opportunity to get acclimated to the time change and the oddities of a foreign country (language, money, transportation, etc.) and to experience the warmth and hospitality of the Northern Irish. We were treated to an evening of shopping at a downtown mall, a visit to the Ulster Folk Museum & Transport and Railway Museums, a gala musical performance at the theater at Waterfront Park and a night of disco dancing.

At the conclusion of our stay in Belfast, we traveled 3 hours by bus to Dublin. The New England and South Central delegations of Team USA were housed at The Kings Hospital, a private boarding school. Teams from Taiwan and Malaysia were also housed there. The Games began with a spectacular Opening Ceremonies at Croke Park, an 80,000-seat football (soccer) stadium. Among the performers and celebrities there to entertain and welcome us were Muhammed Ali, the President and Prime Minister of Ireland, the Coors, Eunice Shriver (JFK's sister and founder of Special Olympics), Nelson Mandela, Ronan Tynan (one of the three *Irish Tenors*) and U2.

Competition ran from Saturday, June 21 through Sunday, June 29 at first-class venues all around the Dublin metropolitan area. An elaborate transportation shuttle system was in place to get us to and from the sports venues, using Phoenix Park in the center of Dublin as the central hub for bus transfers. Given the significant population of Dublin, narrow roadways and heavy traffic, timely transport was a challenge. Long waits and slow rides were the order of the day and patience was our best ally.

Our athletes were extremely successful, with seven out of eight bringing home medals. In every case, the athletes set personal bests in their individual performances, a tribute to the high level of competition, their dedicated training and wonderful mentoring by competent coaches, and the enthusiastic support by the spectators.

This spectacle, the largest sporting event held in the world in 2003, was a huge success. Nearly 7,000 athletes, 3,000 coaches and officials and 30,000 friends and family members from more than 150 countries experienced the beauty and humanity of the Emerald Isle. At the Closing Ceremonies held in Croke Park, we said farewell and exchanged pins, uniforms and other keepsakes, all the while being serenaded by some of Ireland's top pop artists. Tim Shriver, the CEO of Special Olympics International, closed the Games with an inspirational speech.

I look forward to returning one day to the "land of the roundabouts" and renewing friendships that blossomed during our fortnight stay. If I don't get to Shanghai, China for the 2007 World Summer Games, I'll still have the wonderful memories of 2003 in Ireland to cherish for a lifetime.



Bill Hauser (right) (Environment Bureau) poses with the New Hampshire contingent at the 2003 Special Olympics World Summer Games in Ireland. The New Hampshire team returned home with several medals.

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Kenison Named Interim City Manager in Lebanon

Former NHDOT Commissioner Leon Kenison is not sitting still during his "retirement".

In addition to his duties as a Bow Selectman and a state lawmaker, and still recovering from a broken leg suffered on Easter, Leon has been named interim City Manager for Lebanon, NH.

Kenison, who works as a senior consultant with Municipal Resources, Inc., took over the City Manager duties when former City Manager James McSweeney retired.

According to the *Valley News*, Leon Kenison's "role will be largely to coordinate projects, interface with the City Council and advise department managers."

5th Annual Bike and Walk NH Conference

A walking audit of a local school was just one of several interesting exercises and presentations at the 5th Annual Bike and Walk NH Conference held May 22 in Waterville Valley.

Presented by the NHDOT and the Statewide Bicycle and Pedestrian Transportation Advisory Board, the conference is an opportunity to exchange ideas and develop visions for the future of bicycling and pedestrian facilities in New Hampshire.

Over 90 people attended this year's conference, which also included sessions on integrating bicycle and pedestrian issues into community planning, livable walkable communities, developing safe routes to school, pedestrian safety, and crosswalks and bicycle advocacy.



The work of Arin Mills (above left) and Anne Bogart (both from Transportation Planning) was instrumental in ensuring another successful Bike and Walk NH Conference.

On the Move



(photo courtesy Bob LaPree/Union Leader)

A 16-mile stretch of NH route 25-A in Orford and Wentworth now bears the name of a Governor whose Mt. Cube Farm lined both sides of the road

The Governor Meldrim Thomson Scenic Highway was dedicated in memory of the late Governor in a ceremony on June 11. A law passed last year named the road and the state office complex on Hazen Drive in Concord for Thomson, who died in 2001 at the age of 89.

The four signs designating the scenic highway were produced at the Traffic Bureau's sign shop and were placed by the Traffic Bureau's Don Kibbee and Phil Thompson (above left and rear). Looking on are Tom Thomson and his mother Gale, wife of the late Governor.

New Hampshire One of Eight States to Win National Award for a Scenic Byway Project

A plan for the Kancamagus Scenic Highway has been recognized with a "Best Practices" National Scenic Byways Award by the Federal Highway Administration.

Thirty-Seven projects from 21 states competed for the award, which went to eight winners for their contributions to enhancing, preserving and promoting America's byways.

Announcing the award for the "Implementation of the Kancamagus Interpretive and Facilities Plan", the FHWA said "the USDA Forest Service and a group of committed public and private partners joined forces to identify ways to enhance the visitor experience and promote stewardship of the region's natural resources. Thanks to a lot of hard work and creative thinking, initial funding for two overlook sites has been parlayed into the development and implementation of an interpretive and facilities plan for the byway."

Implementation of priority projects is well underway with \$4.1 million invested to date.

Another organization, the Society of American Travel Writers, has named the Kancamagus Highway as #8 on its list of America's most beautiful drives. "A wilderness drive stretching from the Pemigewasset River to the Saco River filled with gorges, waterfalls and mountain overlooks. We can't imagine a more scenic 34 miles."

A Daughter's Genealogical Research Leads To First Ever Family Reunion

Sharon Allaire's mission to complete the research on her family tree began five years ago.

That mission included nearly a dozen trips to the city library in Lawrence, Massachusetts and pouring over reels of microfilm. What the NH Department of Transportation secretary (Planning) discovered was her late aunt Jean Goodwin Morasse had died a heroine, saving two of her children before dying in a fire 50 years ago in Lawrence that was set by a neighbor.

It was that kind of digging, along with constant contact with her father and surviving aunt and uncle, that led to the first ever complete family reunion for her father and the brother and sister he barely knew.

Sharon's father, Bob Pelletier, now 75, was separated from the rest of his family at a very early age and raised in a New Hampshire orphanage.

It took more than 60 years to track down the surviving members of his family, including his 65-year old half-sister, Karolyn Goodwin Gunderson of Billings, Montana and his half brother, Curtice Goodwin, 80, of Belews Creek, North Carolina.

"This is very important to me," Pelletier told the *Daily Oklahoman* newspaper in an article profiling the family's long-delayed May reunion in Oklahoma City where he lives. He praised his daughter Sharon for being "the kingpin in all this - by doing so much genealogical research."

"When I showed up my father was very emotional," Sharon says. "For several days there



The family of Sharon Allaire (Planning) gathered in an Oklahoma City restaurant in May to celebrate their first ever complete family reunion. Sharon's father, Bob Pelletier, credited his daughter with doing the research that brought the family together. Pictured (left to right) : Curt Goodwin, Sharon, Donia Pelletier, Bob Pelletier and Karolyn Goodwin Gunderson.

was a lot of just sitting and talking. Everyone got out their take on everything. When I left we were all crying."

Sharon said the reunion resulted in an outpouring of emotions and memories, and even led to some sibling disagreements. "The best thing to see was how they gelled as brothers and sister," Sharon says. "They even bickered like kids."

Sharon's father, aunt and uncle hope to reunite yearly. They've got a lot of catching up to do.

Seabrook Welcome Center Employee Pursues Love of Writing with Published Article



Photo courtesy www.HamptonBeach.org

Betty Gagne says being published (and paid) "is the biggest thrill of my life".

The NHDOT Information Center Attendant 2 in Seabrook recently wrote an article for NHToDo Magazine that previewed the third annual Hampton Beach Sand Sculpting Competition.

"...the Sand Sculpting Competition was born when the United States Mint was looking to promote the unveiling of the New Hampshire quarter in August of 2000," Betty wrote in the three page article. "The June event begins with 250 tons of clay-based sand being trucked onto the beach for the sculptors to use. As they work to create their own unique designs, the sculptors use almost as much water as they do sand to mold and manipulate it into a detailed specifically designed product."

Betty says writing has been a lifelong passion and her next goal is "to write that historical romance novel that's been living in my mind for years."

Roads Once Traveled...

Interstate 93 Stretches Northward



**It hasn't always been as easy to drive north to visit New Hampshire's Lakes and White Mountains Regions.
The above left photo shows an aerial view of the construction of Interstate 93 in Tilton in May 1963.
The right photo shows I-93 construction in Franconia in June 1965.**

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